









The rice crop in Eastern Tonkin promises to be very rich this season.

At a special session of H.M. Justices of the Peace, held yesterday in the Justices' Room at the Magistrate's, the licence to sell and retail intoxicating liquors at the Peak Hotel, held by Rustomjee Cowasjee Bamjee, was transferred to George John Casanova.

The Messageries Maritimes is building at Ciotat a sister-ship to the *Laure*, which made such a rapid run to the Far East with the last French mail. The new steamer is named the *Indus*. She will be placed on the Far Eastern run. Her engines will develop 7,500 horse power, giving a speed of at least 18½ knots per hour.

The Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess on Wednesday evening, the 8th Sept.:-

1. Overture, "La Duet d'Orléans" (L. Dubois).
2. Polka, "Les Deux Femmes" (L. Dubois).
3. Selection, "The Overture" (L. Dubois).
4. Waltz, "The Overture" (L. Dubois).
5. Selection, "The Overture" (L. Dubois).
6. Selection, "The Overture" (L. Dubois).

The next Gymkhana Meeting will be held on Saturday, the 25th inst., at the Happy Valley. There are six events on the programme—A One Mile Handicap; a dog race (about 120 yards); an obstacle race for ponies that have never started in a race; a Gymkhana flat race—Polo pony events excepted—(no saddles, whips or spurs allowed); test pegging for a cup presented by Major-General Black; a distance handicap (the limit horse to start at Round Course post), and a ladies' nomination race. In this last event, the rider will pass the lady at full speed; the lady will throw a polo ball at him, which he should catch and deposit in a bucket further on; points for the catch drop, and pace will be awarded.

Referring again to the duties of the Captain Superintendent of Police, duties which he is bound to carry out in accordance with the provisions of Ordinance 14 of 1887, it has been said by several persons that the penalty of dismissal was too severe upon the inspectors and sergeants already dealt with in connection with recent events. Why were they not reduced in rank, or heavily fined for their misconduct? It is a great pity, when subjects of this nature are being discussed, that no reference seems to be made to the law under which Captain May must maintain the discipline of his Force, and the provisions which the members of the Force must abide by. Now, under Section 23 of the Ordinance constituting only can be fined; and under the provisions of Section 24 (quoted in our remarks of yesterday) it will be seen that sergeants and constables only can be reduced to a lower grade or class in the Force. The power is given to the Governor in the same section, to dismiss a subordinate officer (i.e., an inspector); and therefore, as an inspector can neither be fined nor reduced in rank, the only legal punishment remaining is dismissal, and the power to do so is vested in the Governor of the Colony. There is something to be said in favour of this hard and fast line. Man in the position of Inspector should be above suspicion, otherwise he can never command the respect of the men serving under them, and the maintenance of proper discipline would become an impossibility. Ever since the re-organisation of the Force—say twenty-five years ago—its tone has been much higher than that of many similar bodies in the Far East. Perhaps this improvement was owing in a great measure to the restrictions above referred to. Let us the confidence in the Police has received a rude shock; but the wedding now going on should again raise it to even a higher level than ever.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

'MATCHES are a nuisance, any way you fix them.' 'How do you make that out?' 'Well, if you take only one to light the gas with, it invariably goes out.' 'Yes.' 'And if you take two you always have to carry the other one back.'

'Do you know of any mitigating circumstances in your case?' said a Texas judge to a prisoner. 'Lemme off this time.' 'Let it be your first offence?' 'Fust offence, sah.' 'How did you manage to get the chicken so cleverly, without disturbing the dog?' 'Dat comes from practice, yer worship,' said Sam, who felt flattered by the remarks of the court.

The death is announced at Hilo, Hawaii, of Mr. A. G. S. Hayes, for thirteen years in the Japanese Government service, and recently British Commissioner and Consul-General in Hawaii. Mr. Hayes succumbed on Aug. 6th to blood-poisoning by a carbuncle resulting from a fall on board a coasting steamer. The funeral was largely attended, among those present being detachments from the *Naniwa* and *Kiyoh* Kan. Born in 1842 Mr. Hayes entered the Royal Marines in 1869, retired in 1883, was in the service of the Japanese Government from 1871 to 1884, and received the Third class Order of the Rising Sun in 1884. He was afterwards sent on special duty to Manila, where he was appointed Consul for the Southern Islands in 1888, and thence transferred to the Hawaiian Islands. Mr. Hayes assisted Sir Ernest Satow in bringing out the Handbook of Japan, the first guide book to this country. Japan Advertiser.

'The captive says her name is Olive, your Majesty,' said the eunuch king's chief in his royal majesty. 'They say Olive is an acquired name, raised the pretence. Well, never fear the eunuch, and I will pay him well.'

REUTER'S TELEGRAMS.

[Supplied to THE CHINA MAIL.]

London, September 8.  
**INDIAN FINANCE.**  
Lord George Hamilton (Secretary of State for India) asks for tenders receivable on the 14th instant, for India Bills, to the amount of £2,600,000, payable in six or twelve months after date.

**THE CRETAN QUESTION.**  
Owing to the Cretan acceptance of autonomy, the various Admirals will raise the blockade on the 10th instant.

**THE EXPEDITIONS TO THE NORTH-WEST FRONTIER OF INDIA.**  
THE NATIVE RULERS OFFER ASSISTANCE.  
The Native Rulers of India have offered their services to the Imperial Service troops on the North-West Frontier expeditions. The Government has accepted the offers.

**AFGHANISTAN AND THE FRONTIER TROUBLES.**  
The Amir has publicly repudiated the complicity of his officials in the frontier disturbances.

(Le Courrier d'Haiphong).  
**DISASTER IN BELUCHISTAN.**  
Paris, August 31.  
It is reported from Simla that a military post in Beluchistan was attacked on the night of the 19th August. The garrison and several travellers were killed.

**PRESIDENT FAURE'S RETURN.**  
Paris, Sept. 1.  
M. Faure was received in Paris with great enthusiasm. The crowd was enormous. After the cortege had passed the Madeleine, a petard exploded, without injuring anyone. In Paris and throughout the provinces fêtes were held yesterday and last night. M. Faure left to-day for Havre.

**WEATHER NOTICE.**  
The following notice is issued from the Observatory:-

On the 8th at 11.35 a.m. Except risen slightly on the E. coast of China, barometric changes are unimportant. The depression in the Pacific is probably receding to the South of Japan. Reports from Japan are, however, not yet to hand. Gradients slight on the China Coast. Forecast:—light S.W. and varying winds; fair.

ALARMING INCIDENT AT KOWLOON.

**NARROW ESCAPE OF A MILITARY OFFICER.**  
Considerable excitement and alarm was caused in and about the rising suburb of Tsim-tai-tai, last evening, by the reported disappearance of an Officer of the Garrison. He was known to have embarked for a pleasure trip on one of the ferries but speedily sailing boats belonging to the Hongkong Boat Club, and to have been, at the time of starting, attired in an eye-glass; a Japanese crepe shirt, the prevailing tint of which was a subdued strawberry roan; a quiet and retiring necktie of green, yellow and red; and other unimportant details such as collar and studs.

Anxiety was first experienced on his failing to appear at 'sherry and bitters time' before dinner, and when at the close of that meal his chair was still empty, it was generally decided that something unprecedented must have happened. The fragility of his craft, the particularly squally and dangerous character of the weather experienced on the harbour during the afternoon, and the known inexperience of the errant oarsman, combined to excite in his brother officers a not unjustified apprehension of a long and toilsome journey to the Happy Valley. At the end of dinner, accordingly, it was resolved to institute a search, and the aid of the astute and energetic Inspector in charge of the Water Police was asked for and granted with readiness.

After a long and anxious search, the unfortunate officer's boat was discovered, floating, right side up, in the vicinity of the 'P' and 'O' anchorage, and shortly afterwards the body of this victim of temerity came into view. He was clinging desperately to a large glass receptacle, and after a brief struggle was dragged ashore. We understand that the services of the Coroner will not on this occasion be called into requisition, but that the absence will be summoned to account for his perilous adventures before a military tribunal.

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The *Kode Herald* states that Dr. Howard Ames, who was recently on this station with the U. S. cruiser *Des Moines*, has been appointed to succeed Dr. Fitzhugh at Yokohama. Dr. Ames will be remembered as the officer who found Lieut. Henry and the survivors of his Arctic Expedition over a decade ago. He is a very tall and equally genial man, a most interesting conversationalist and deservedly one of the most popular medical officers in Uncle Sam's Navy.

The *Japan Times* states that Miss Mase Dugara, who has the distinction of being the first and so far the only Japanese graduate of the well-known Bryn Mawr College in Pennsylvania, United States, was a passenger on the Pacific Mail Steamship *China*, which arrived in Yokohama on Thursday, the 8th Aug. Miss Mase Dugara is a daughter of Mr. Shochuro Dugara, the millionaire merchant of Yamanashi. She comes home after seven years' stay abroad, with a beautiful command of English (as well as of French and German) as any woman in Japan. Her degree was fairly well sold to the public, and she found Lieut. Henry and the survivors of his Arctic Expedition over a decade ago. She is a very tall and equally genial man, a most interesting conversationalist and deservedly one of the most popular medical officers in Uncle Sam's Navy.

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HONGKONG GOLF CLUB.

CAPTAIN'S CUP FOR SEPTEMBER.

There was an average number of entries for this monthly event, but the cards returned were few in number and do not indicate a very high class of play:-

Mr. V. A. C. Hawkins	94	8	86
Mr. G. Millard	103	15	88
Mr. C. A. Tomes	100	8	82
18 entries.			
Mr. V. A. C. Hawkins	94	8	86
Mr. G. A. Tomes	100	8	82
Mr. J. F. Noble	113	18	95
11 entries.			

SUPREME COURT.

IN BANKRUPTCY.

(Before His Hon. Sir John Carrington, Chief Justice.)  
Wednesday, September 8.

Re WONG YU LING ex parte THE DEBTOR.  
This was an application for discharge of the bankrupt and an application that the report by the Trustee in the bankruptcy should be taken off the file.

Mr. J. J. Francis (instructed by Mr. F. B. L. Bowley) appeared for the bankrupt; Mr. B. Robinson (instructed by Mr. G. Brown) represented the trustee.  
Mr. Francis said when this case was last before the Court it was on his application, on behalf of the debtor, that the report of the Trustee in the bankruptcy should be taken off the file. His Lordship adjourned the case at that time to allow Mr. Robinson to consider the question, and his Lordship also suggested to his consideration the grounds or reasons of the motion made should or should not appear in the motion papers. So far as he was able to ascertain from the provisions of the Bankruptcy Ordinance there was no such requirement in the code.

His Lordship said he had considered that matter, and it was not necessary. Mr. Francis said he asked that the report be taken off the file as it was nowhere authorized or permitted by the provisions of the Bankruptcy Ordinance. The only report required to be furnished was by the Official Receiver, and there was no legal authority for the filing of the Trustee's report.  
Mr. Robinson admitted that there were no grounds or legal authority for the Trustee to file a report. There were statements in the report that the bankrupt was a defaulter on the file, and that he had not attempted to keep proper books and accounts. He did not press the point, but he asked his Lordship to exercise the powers conferred by Section 17, Sub-Section 7 of the Ordinance, whereby the Court might hear the Trustee or any creditor.

His Lordship allowed the motion for striking off the file the report of the Trustee, and said if Mr. Robinson desired to place evidence before the Court he could do so. At the same time he would suggest that the evidence should be to the point.  
Mr. Francis suggested that the matter be referred back to the Official Receiver.  
Mr. Robinson thought that the most regular course, and suggested that the Trustee should file an affidavit, and opportunity would be given for cross-examination, if necessary.

The Official Receiver said it would be a great waste of time, and there was certain evidence he could not accept under the provisions of the Ordinance.  
His Lordship ordered the evidence to be taken on affidavit, and then it was necessary to consider the matter be referred back to the Official Receiver.  
Mr. Robinson thought that the most regular course, and suggested that the Trustee should file an affidavit, and opportunity would be given for cross-examination, if necessary.

THE NEW BALMORAL GOLD MINING CO., LIMITED.

Messrs John D. Humphreys & Son, the General Managers, inform us that they have received the following report from the Mining Manager:-

Mount Macdonald, 13th Aug. 1897.  
Queen Mine. The shafts have sunk a total of 56 feet in the main shaft, leaving 14 feet to complete their contract. The present depth of the shaft is now 297 feet. On completion of present contract, tenders will be called for sinking an additional 100 feet.  
Balmoral Mine. The tributary on G.L. 5 crushed 4½ tons of stone & a yield of 4 ozs 4 dwts returned gold. The country is very hard and reef small, this is not a payable yield but they anticipate an improvement. Two men are employed on G.L. 3, but driving the tunnel mentioned in our last, but nothing to report yet.

OLIVER'S FREEHOLD MINES, LIMITED.

Messrs John D. Humphreys & Son, the General Managers, inform us that they have received the following report from the Mining Manager:-

Mount Macdonald, 13th August, 1897.  
Eureka Mine. Since reporting on 8th inst. work is now being confined principally to driving the main levels at the 150 feet and 200 feet levels, as sufficient stone can be obtained to keep the old battery in operation, as soon as the crushing power is increased. At the 200 feet level the reef in the north drive is 6 feet wide; the foot-wall for some distance had been gradually going away from the hanging wall, but it has made a jump and come back to its true course. In the north drive at this level the reef contains 5 feet and the stone shows gold in both places. At the 150 feet level the main drive north is being pushed ahead on reef 2½ feet wide, showing fair gold. The reef south at this level has been defined, and at present there is a solid well defined reef 4½ feet wide between two well defined walls; good gold seen when breaking. We have a few men stopping at back of this level and rising up to connect with the air and muck shaft. Sinking is being continued in the shaft on the reef 1½ feet wide showing gold.

Main Shaft. Sinking and timbering going on very satisfactorily all things considered. It is now 41 feet below the 200 feet level; and at 40 feet we just touched the reef, and it will have to sink down a few feet before we can break into it. We have completed the repairs to shaft on G.L. 105 mentioned in our last, and started to sink.

We have had a nice lot of rain the last 12 hours, and the nearly half filled the battery dam, which was very acceptable.

New Plans and Organ Repairs. Material and Machinery just to hand; also the latest Munk. W. Robinson & Co.

Chronicle. See here; that horse you sold me runs away; looks, looks, strikes, and tries to tear down the stable at night. You sold me that if I got him once I would'st part with him for \$1,000. Well, you were right.

CONQUEST ISLAND, WENCHOW.

The British Consulate at Wenchow is situated on a small but pretty island in the middle of the river, called by foreigners 'Conquest Island,' by the Chinese the 'Heart-of-the-River.'

In Spring, the island looks specially attractive with its two ancient pagodas, one at either end, nestling among trees covered with rich foliage. The verdure of its shores has assumed its spring tint, and the waters are sparkling brightly (though it must be confessed they always have a somewhat muddy hue) beneath the gentle rays of an eastern sun. Then, too, on a fine morning, the river will be dotted over with junks, sampans and fishing boats, often gaily painted, which, with their sails and dinky occupants, present a very pretty scene.

It is only from a distance, however, that one feels inclined to discurse on the beauties of this little out-of-the-world spot—on drawing near, all admiration is at once dispelled by the sight of the hideous Government buildings erected in the most prominent part.

The Consulate, a three-storied building in grey stone, rises up gaunt and high and chills any enthusiasm one may have felt before. The island has been painted by several artists, but the Consulate has always been carefully left out of the picture! Only a native photographer (who has no eye for beauty) has been found willing to take the island with the Consulate, and he has managed to make the photograph even more awful than the original. This island is accounted sacred by the Chinese. It is said that a thousand years ago a rich Celestial, whose name meant 'Escape' or 'Deliverance,' came over to the city of Wenchow to seek for peace and quiet. He did not succeed in finding it there, and was on the point of taking his departure when he suddenly came across two minute islands situated in the middle of the river, one of which the Chinese called the Orphan Rock, on account of its desolate aspect. Here was the very place for 'Deliverance'! Surely he might rely on peace and quietness in an uninhabited island!

The two islands taken separately, however, were too small to suit his taste, so he decided to build them in and form one only. Workmen were got together, and very soon the two islands were turned into one. Next 'Deliverance' caused two pagodas to be erected, one at each end of his future home. Then, being religiously inclined, he decided to build a few temples around him. Just as these were finished a terrible typhoon came and swept them all away. Nothing daunted 'Deliverance' had them rebuilt, and most of them are still in existence, though now in sad need of repair.

A similar misfortune, by the way, happened when the Government buildings were in course of erection, the embankment in front of the Consulate being carried away in a typhoon.

Six hundred years ago, according to Chinese chronicles, the largest temple was at the height of its prosperity, its revenues were enormous, and a hundred priests lived in it. They were very particular in the performance of their duties, services being held daily and the vows of chastity and poverty strictly adhered to. This temple boasted of a 'College and Library, which were renowned throughout the province. At one corner of the College Hall, a big red screen was placed, and hidden behind this the priest lectured as he did not wish to be seen by his pupils, who filled the hall on the other side of it. What 'larks' those students must have been to, while their master lectured away in blissful ignorance of everything behind his gorgeous screen! Truly that was an odd way of doing things.

But gradually everything fell into a state of decay; the priests grew indolent and fond of luxurious living, and the people lost interest in the Library and School, and ceased to support them. Most of the land had to be mortgaged, and at last, three years ago, the Library and College were bought up for the site of the new Consular buildings. Thus this great Temple and College, which 'Deliverance' had meant to be famous throughout all ages, came to an end. Three very dirty, and one fine-looking, venerable, old priest are now the only religious left. They live in the smallest of the Temples, and occasionally half-a-dozen people with the most old priest will chant through a service; otherwise they seem to have no religious duties to perform—only every month at new moon they spend several hours of the night striking on the great drum and bell which repose in the Temple towers. This bronze bell was given by many ladies of noble birth living in the province, and their names are inscribed all over it, so that the good they wrought may be remembered for all time.

Many and varied are the uses to which the other Temples are put. In one the Consular and Customs hostesses have their quarters, and another is let out to Chinese officials as a banquet hall! One of them, too, was the old British Consulate for many years. In bygone days, so great was the fame of this island that Chinese of noble birth, and renowned for their intellect came from many a distant province to visit it, and in the times when emperors dwelt at Hangchow (the capital of this province) it is said that one came over and made his home here in the largest Temple for several months.

The river steamer, not being far from the end at Wanchow, is quite early, but one day when the islands were being built in, a fresh water spring was discovered at one corner of the Orphan Rock—this spring, the Eye of the Sea, is even now thought an immense deal of, and no visitor thinks of returning home before he has seen it, and thrown in a copper cash for good luck.

For good luck, too, fishermen like to have their stakes as near the Sacred Island as possible. They tell a legend of how, when the Temples were in course of erection, the shavings used to be thrown into the river. Until then no fish were to be caught there, but when the buildings were completed it was found that a miracle had been performed, for a fisherman brought in a net so full of fish that it was with great difficulty he could haul it up. Henceforth these little fish were called Shaving Fish, for it was firmly believed that the shavings from the sacred Temples had been turned into them.

Treasure of great value is said to be buried under the Western Pagoda, and once an antique silver vase was found by an Englishman. This Pagoda is now in a fearfully dilapidated state, for most of the grand visitors to the island and their retainers carry away a stone or two from it when they leave.

Wenchow itself is considered rather a celebrated city by the Chinese, but we were greatly surprised a short time ago to hear its fame in the tea-trade (which by the way is declining year by year) had even spread to Windsor! One of the grooms there, when showing a party round the royal stables, remarked that he had once driven Li-Hung-Chang, and didn't think much of him. On being asked why, he answered 'Oh, he never gave us any tips, didn't even bring a box of Wenchow tea.' The groom made an obvious mistake, he ought to have said Wenchow silk, for that is noted even out of China.

Wenchow is said to be the closest city in the Celestial Empire; if this be true then the others must be beyond all comment!

THE GOLD STANDARD AND DULNESS OF BUSINESS IN JAPAN.

In gold standard country, says the *Osaka Shogyo Shimbun*, when gold rises and silver falls, the purchasing power of money will increase and prices of things will fall. Consequently those who have money in reserve and those to whom money are due from others will be the winners, and per contra those whose possessions are only in the form of merchandise and those who owe money to others, such as debtors and taxpayers, will be the losers. That this state of things will produce a general dulness of business is sufficiently illustrated by the recent dulness of business in the gold standard countries of Europe. So far as regards the immediate effect of the enforcement of the gold standard system upon the economic situation of the country, much fear need not be entertained. For though gold may rise and silver fall, yet there will be more excess-notes issued, and a great deal of our silver will be brought back from abroad. And though our foreign trade is taking at present an adverse turn, yet so long as our gold standard is maintained, the little specie stock about, so far, then, the immediate future is concerned there will be no shortage in the currency of the country, and consequently there will be no decline in the prices of things. But the excess-notes will soon drive specie out of circulation; the return of silver and silver fall, yet there will be more excess-notes issued, and a great deal of our silver will be brought back from abroad. And though our foreign trade is taking at present an adverse turn, yet so long as our gold standard is maintained, the little specie stock about, so far, then, the immediate future is concerned there will be no shortage in the currency of the country, and consequently there will be no decline in the prices of things. 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## Notices to Consignees.

**NOTICE TO CONSIGNEES.**  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *RAVENNA*.

FROM BOMBAY, COLOMBO AND  
SINGAPORE.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed  
and placed at their risk in the Hongkong  
and Canton Wharves and Godowns  
owned by Messrs. Guthrie & Co., Ltd.,  
who are acting as consignees for the  
Company. Goods will be sorted out  
and delivered as soon as the Goods  
are landed.

This Vessel brings on Cargo—  
From London, &c., ex *s.s. Ballarat* and  
*From Australia, &c., ex s.s. Valeria*.  
From Persian Gulf, &c., *s.s. Asuria*,  
*From Zanzibar, &c., ex s.s. Asuria*.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 p.m. To-day.  
Goods not cleared by the 11th Instant,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company  
within ten days after the vessel's arrival  
here, after which no Claims will be  
recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, September 5, 1897. 1771

**NOTICE TO CONSIGNEES.**  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *SUMATRA*.

FROM ANTWERP, LONDON, SUEZ,  
COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed  
and placed at their risk in the Hongkong  
and Canton Wharves and Godowns  
owned by Messrs. Guthrie & Co., Ltd.,  
who are acting as consignees for the  
Company. Goods will be sorted out  
and delivered as soon as the Goods  
are landed.

This Vessel brings on Cargo—  
From London, &c., ex *s.s. Hind*. From  
Madras, &c., *s.s. Secundra*.  
Optional Goods will be landed here unless  
instructions are given to the contrary  
before 4 p.m. To-day.  
Goods not cleared by the 11th August,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company  
within ten days after the vessel's arrival  
here, after which no Claims will be  
recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, September 6, 1897. 1772

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

**NOTICE TO CONSIGNEES.**  
FROM SHANGHAI, KOBE AND  
YOKOHAMA.

THE *s.s. Maria Valeria* and *Medusa*,  
having arrived, Consignees of Cargo are  
hereby informed that their Goods are being  
landed at their risk into the Hongkong  
and Canton Wharves and Godowns  
owned by Messrs. Guthrie & Co., Ltd.,  
who are acting as consignees for the  
Company. Goods will be sorted out  
and delivered as soon as the Goods  
are landed.

No Claims will be admitted after the  
Goods have left the Godowns, and all Claims  
must be sent in to the Underwriters before  
noon on the 11th Instant, or they will  
not be recognized.

No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after  
the 11th Instant, will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER & Co.,  
Agents.

Hongkong, September 6, 1897. 1784

## Intimations.

**SIEN TING,**  
Surgeon-Dentist,  
No. 10, D'ARCADE STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, April 6, 1895. 639

## NOW ON SALE.

**INDEX**  
TO THE  
**CHINA REVIEW**  
from  
VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.  
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4.—LIST OF AUTHORS REVIEWED.

Price, . . . . . 50 CENTS.

To be had at the China Mail Office,  
Messrs. KELLY & WALSH, Messrs. LANE,  
GUTHRIE & CO., Hongkong; and Messrs  
KELLY & WALSH, Shanghai.

**GRIMAULT'S SYRUP**  
OF  
**HYPO-PHOSPHITE OF LIME**

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-  
sumption, Obstructive Coughs or  
Colds and those affected with diseases  
of the Chest, Lungs and Bronchial  
Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME  
Prescribed by the leading medical author-  
ities in all countries for the last twenty-  
five years with the greatest success, it  
continues to retain its reputation where  
all other medicines have failed.

GRIMAULT'S Syrup immediately arrests  
the Cough, Symping of blood and night  
sweats, and the Appetite improves re-  
sulting in a further demonstration of an  
increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour,  
and is sold in flat oval bottles. Beware  
of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by H. A. Ritchie & Co., Chemist.

## Shipping.

**Steamers.**

SCOTTISH ORIENTAL STEAMSHIP  
COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

The Co.'s Steamship  
*Maheau*, will be  
despatched as above TO-  
MORROW, the 9th Instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, Sept. 8, 1897. 1779

**NIPPON Yusen Kaisha.**

**TRANS-PACIFIC LINE.**

**MONTHLY SERVICE.**

FOR SEATTLE, WASHINGTON, VIA  
KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of  
Lading issued for the Principal Cities in  
the UNITED STATES, CANADA,  
and EUROPE, in connection with the  
Great Northern Railway and Atlantic  
Steamers.)

The Co.'s Steamship  
*Kinsu Maru*,  
Captain F. L. Somers,  
will be despatched as  
above on THURSDAY, the 9th Sept., at  
4 p.m.

Consular Invoices of Goods for the United  
States should be in Quadruplicate, and one  
Copy must be mailed by the Steamer to the  
care of the Freight Agent, Great Northern  
Railway, Seattle, Wash.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, August 30, 1897. 1893

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship  
*Maheau*,  
Captain F. L. Somers,  
will be despatched as  
above on FRIDAY, the 10th September, at 4 p.m.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, September 6, 1897. 1710

**MOGUL-WARRACK-MILBURN LINE.**

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
*Paikan*,  
will be despatched for the  
above Port on or about  
the 10th September, 1897.

S.S. *Braemar*, to sail about 24th Sept.,  
1897.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, September 6, 1897. 1775

**'MOGUL' LINE OF STEAMERS.**

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Steamship  
*Maheau*,  
Captain Thomson, will be  
despatched as above on  
or about SATURDAY, the 11th Instant.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, September 6, 1897. 1778

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**PAQUEBOTS POSTE FRANÇAIS.**

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
*Sydney*,  
Captain Thomson, will be  
despatched for the above  
Ports on or about SATURDAY, the 11th  
Instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, September 7, 1897. 1790

**AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.**

(UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KURACHEE,  
ADEN, MASSAWA, SUEZ, PORT  
SAID, BRINDISI, VENICE,  
FLORENCE & TRIESTE.

(Taking Cargo at through rates to CAL-  
CUTTA, MADRAS, PERSIAN GULF,  
RED SEA, BLACK SEA, LEVANT,  
ADRIATIC AND  
SOUTH AFRICAN PORTS.)

The Co.'s Steamship  
*Maria Valeria*,  
Captain A. Lanza, will be  
despatched as above on  
SATURDAY, the 11th September.

Cargo will not be received on board after  
3 p.m. prior to date of sailing.

For further information as to Passage  
and Freight, apply to  
SANDER & Co.,  
Agents.

Hongkong, September 6, 1897. 1794

**NOTICE TO SHIPPERS.**

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
*Maheau*,  
will be despatched as  
above, about 15th Sept.,  
at 4 p.m.

For Freight, apply to  
MELOHERS & Co.,  
Agents.

Hongkong, August 18, 1897. 1893

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship  
*Maheau*,  
will be despatched as  
above on TUESDAY, the 28th Instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, September 8, 1897. 1799

## Shipping.

**Steamers.**

THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

FOR GENOA, LONDON, AND LIVER-  
POOL, VIA STRAITS, AND  
COLOMBO.

(Taking Cargo at through rates for GLAS-  
GOW, CONTINENTAL PORTS,  
RIVER PLATE, &c.)

The Co.'s Steamship  
*Ningpo*,  
Captain W. H. Cross,  
will be despatched as  
above on or about the 21st September.

To be shortly followed by *s.s.*  
*Ogata* and *Omya*.  
For Freight, etc., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 8 September 8, 1897. 1723

**Sailing Vessels.**

FOR PORTLAND, OREGON.

The French Barque  
*Duguesclin*,  
Deputy Master, will load here  
for the above Port, and will have  
quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, August 30, 1897. 1729

FOR BALTIMORE.

The *S/S L.I. American Ship*  
*James Reed*,  
Captain WALDO, will load here  
for the above Port, and will have  
quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, August 26, 1897. 1714

**To Let.**

**TO LET.**

**DWELLING HOUSES—**  
HOUSES IN BURN TERRACE,  
GODOWNS IN BURN BUILDINGS,  
No. 29, ELGIN STREET,  
FLOORS IN STANTON and ELGIN  
STREETS.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.,  
Hongkong, September 8, 1897. 2185

**THE PEAK.**

**TO LET, FURNISHED OR UNFURNISHED,**  
from 1st November Next, HILLSIDE  
No. 2.

Apply to W. CHATHAM,  
Public Works Dept.,  
Hongkong, September 1, 1897. 1763

**TO LET.**

**No. 4, QUEEN'S GARDENS.**  
Apply to  
G. C. ANDERSON,  
13, PRINCE CENTRAL,  
Hongkong, August 30, 1897. 356

**TO LET.**

**HOUSES at the PEAK.**  
Apply to  
H. L. DENNIS,  
Crown Solicitor's Office,  
Hongkong, August 26, 1897. 1712

**Intimations.**

**NEW VICTORIA HOTEL.**

**ROTISSERIE,**  
Meals a la Carte.

**CHOPS, STEAKS, &c., &c., at any  
time, between 7.30 a.m. and 11.30  
p.m.**

Monthly Boarders at Moderate Rates.  
**Madar & Farmer,**  
Proprietors.

Hongkong, September 8, 1897. 1786

**THOMAS'S GRILL ROOM.**

THIS Establishment has undergone  
extensive alterations. THE DINING  
ROOM being now open, and a large  
BILLIARD ROOM (having Two New  
Billiard Tables and WATTS' TABLES) being added  
to the Hotel.

A French Chef having been engaged the  
Cuisine will be second to none.

Rooms for Private Dinner.  
Entrance—Joe House Lane, Queen's  
Road, and Duddell Street.  
FREDERICK BISHOP,  
Manager.  
Thomas's Grill Room.

1869

**WINDSOR HOTEL,**  
HONGKONG.

THIS Establishment, situated in the  
elegant Building known as "CON-  
NAUGHT HOUSE," offers First-Class Ac-  
commodation to Residents and Travellers.  
Passenger Elevator, from Entrance Hall  
to each Floor, in charge of experienced  
Attendants.

Favourable Arrangements made for  
Families and for Monthly or Extended  
Periods.

P. BOHM,  
Proprietor and Manager.  
Hongkong, November 24, 1894. 1869

**FOR SALE.**

**A COMPLETE REPRINT, in Pamphlet  
Form, of the proceedings in the  
Linn Case of**

**REGINA F. FITMAN,**  
containing the whole of the Proceedings at  
the Police Court, full report of the trial in  
Criminal Sessions, with connected Corre-  
spondence and comments of the Press.

To which is now added a Report of the  
Case of  
**PITMAN V. KESWICK**  
AND OTHERS. 20 CENTS.  
Price per Copy. 20 CENTS.  
China Mail Office.

## Mails.

**Steam for**

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain F.  
N. TILMAN, carrying Her Majesty's  
Mails, will be despatched from this Port  
for BOMBAY, &c., TO-MORROW, the 9th  
September, at Noon, taking Passengers  
and Cargo for the above Ports.

The Steamer connects at Bombay with  
the Steamship *ORIENTAL*, leaving that  
Port on the 2nd October, for LONDON  
direct.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will  
be conveyed *ad Bombay*.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 8, 1897. 1721

**NORDDEUTSCHER LLOYD.**

**NOTICE.**

**STEAM FOR**  
SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

also,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

Consular Invoices to accompany Cargo  
despatched to ports beyond San Francisco  
in the United States, should be sent to the  
Company's Office in London, Europe,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 7, PRINCE CENTRAL.

**P. & O. S. N. Co.'s Office.**

Hongkong, September 8, 1897. 1695

**Occidental & Oriental Steam-  
Ship Company.**

**MAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.**

**THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.**

**VIA INLAND SEA OF JAPAN AND  
HONOLULU.**

Proposed Sailings from Hongkong.  
*Belgio* (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . TUESDAY, Sept. 21, at noon.  
*Yokohama* (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . SATURDAY, October 9, at noon.  
*Yokohama* (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . THURSDAY, Oct. 28, at noon.

THE Steamship *Belgio* will be  
despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, YOKOHAMA AND HONO-  
LULU, on TUESDAY, the 21st Septem-  
ber, at Noon.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers' Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
discount does not apply to through fare  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and must be received at  
the Company's Office until 3 p.m. on the  
day previous to sailing.

Consular Invoices to accompany Cargo  
despatched to ports beyond San Francisco  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 7, PRINCE CENTRAL.

**J. & J. VAN STERN,**  
Agent.

Hongkong, September 8, 1897. 1794

**U. S. Mail Line.**

**PACIFIC MAIL STEAMSHIP  
COMPANY.**

**VIA INLAND SEA OF JAPAN AND  
HONOLULU.**

Proposed Sailings from Hongkong.  
*China* (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . SATURDAY, Sept. 11, at noon.  
*Yokohama* (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . THURSDAY, Sept. 30, at noon.  
*Yokohama* (via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu) . . . . . TUESDAY, October 19, at noon.

THE U.S. Mail Steamship *CHINA*  
will be despatched for SAN FRAN-  
CISCO, via AMOY, SHANGHAI, NAGA-  
SAKI, KOBE, INLAND SEA, YOKO-  
HAMA & HONOLULU, on SATURDAY,  
the 11th September, at Noon, taking Pas-  
sengers and Freight for Japan, the United  
States, and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers' Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.<







